

Item # 14

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

M E M O R A N D U M

DATE: October 12, 2001

TO: Montgomery County Planning Board

FROM: A. Malcolm Shaneman
Planning Department
(301) 495-4587

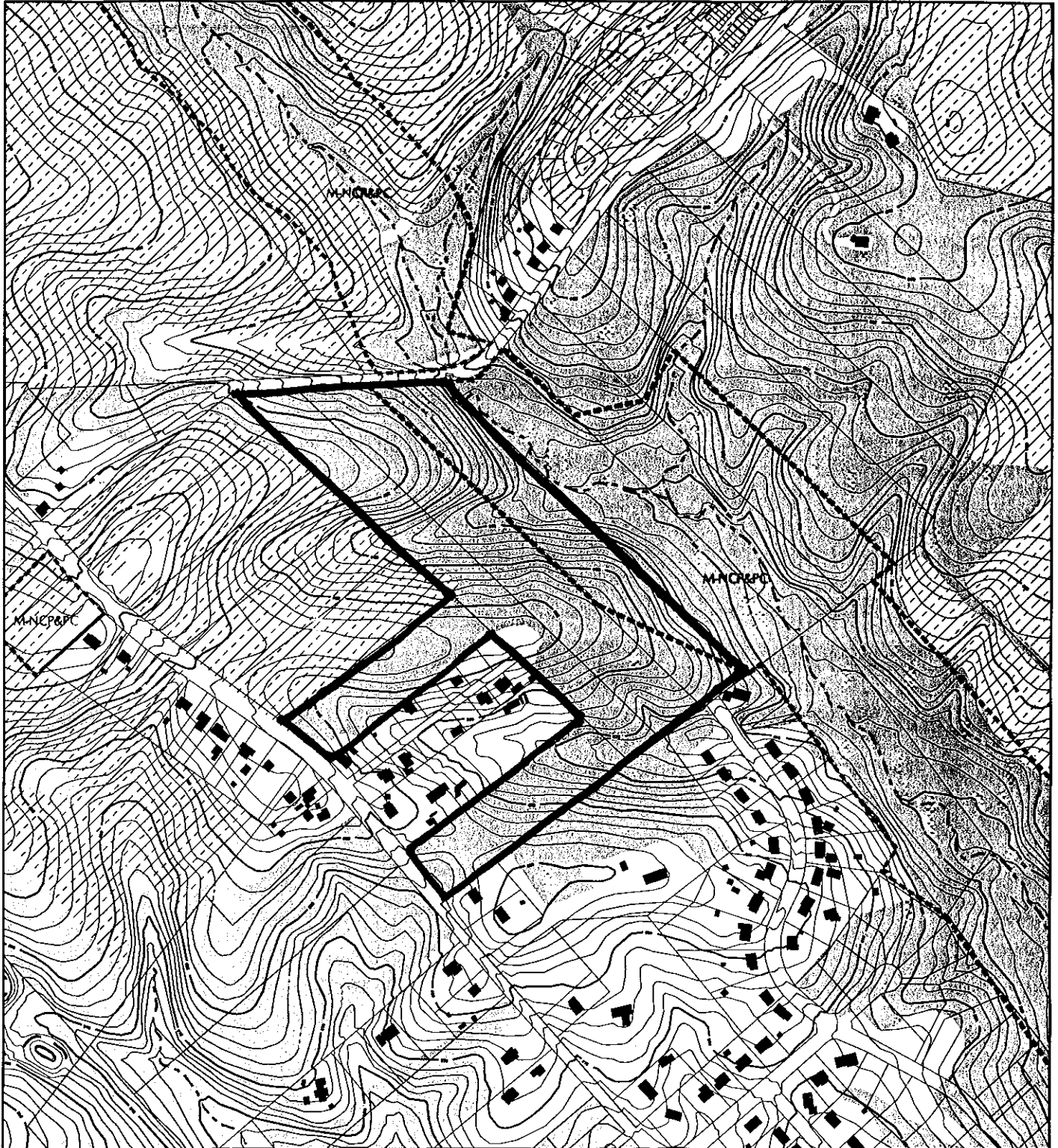
SUBJECT: Informational Maps for Subdivision Items on the
Planning Board's Agenda for October 18, 2001.

Attached are copies of plan drawings for Items #08, #10, #11, #14. These subdivision items are scheduled for Planning Board consideration on October 18, 2001. The items are further identified as follows:

- Agenda Item #08 - Preliminary Plan 1-01004A
Ramsburg Property
- Agenda Item #10 - Preliminary Plan 1-01083
Parcel R, Damascus
- Agenda Item #11 - Preliminary Plan 1-01070
Springview
- Agenda Item #14 - Preliminary Plan 1-98009A
Highlands of Clarksburg

Attachment

VICINITY MAP FOR
HIGHLANDS AT CLARKSBURG (1-98009A)



Map compiled on October 11, 2001 at 8:51 AM | Site located on base sheet no - 232NW13

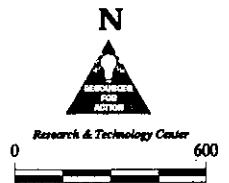
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

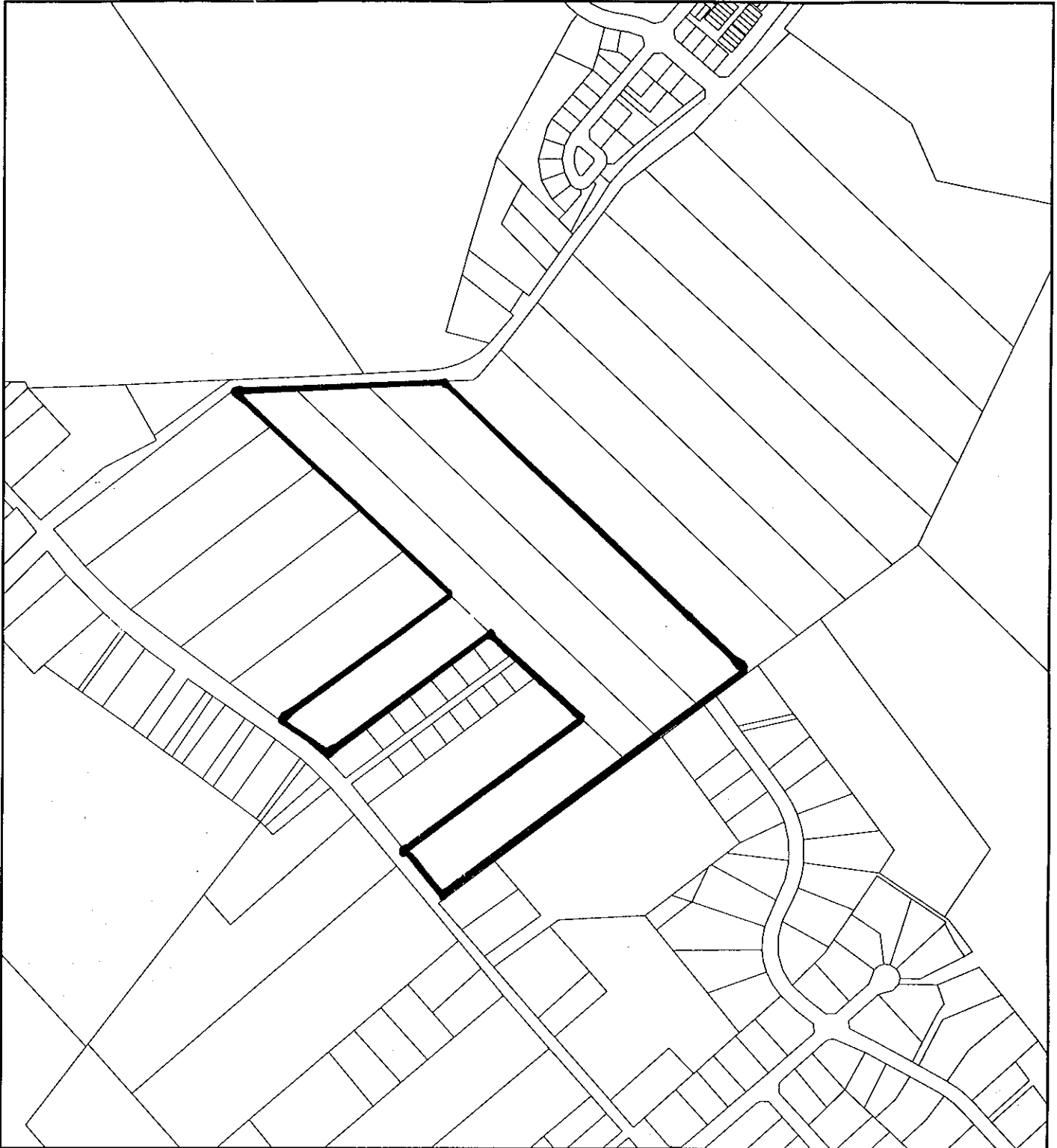
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Key Map



VICINITY MAP FOR

HIGHLANDS AT CLARKSBURG (1-98009A)



Map compiled on October 11, 2001 at 10:00 AM | Site located on base sheet no - 232NW13

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Key Map



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Research & Technology Center



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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

14
10/18/01

October 11, 2001

Mr. Malcolm Shaneman
Supervisor of Development Review
Montgomery County
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Dear Mr. Shaneman:

My name is Michael Moses and I own property bordering on the proposed Highlands of Clarksburg subdivision. I understand that there will be a meeting on this development on October 18, 2001. I would like to provide my comments to be addresses at this meeting.

My property is the last home on Timber Creek Lane (Clarkbrook Estates) and adjacent to the drainage pond of the new development. I would like to ensure that there would be a sufficient transition between the existing and new developments. The revised preliminary plan appears to have a 25-foot "buffer" where my property meets the new property. I view this as an absolute minimum, and would much prefer twice that amount. Additionally, I do not see an indication that this transition will be wooded. It is essential that the builder be required to plant sufficient trees and shrubbery to make this a real transition. My last concern with this transition is the drainage pond itself. The present plan shows the pond near the street, my home and the first proposed home in the new development. The previous plan showed this pond toward the back of this area (near the greenway). I do not want this unsightly and potentially dangerous (to children and animals) eyesore within plain view of my property or the road. If moved, the area at the road could become a common area, possible enjoyed by residents. I would like for the pond to be relocated back to the rear of the area.

My final concerns center on the existing Timber Creek Lane. The increased traffic will surely generate safety concerns among parents in both developments. The builder will provide cement sidewalks in the new development to keep residents from having to walk in the street. I clearly see a need, and consider it essential, for these cement sidewalks to continue through the older part of Timber Creek Lane and connect with the other new development at the other end of the road. Finally, I am a supporter of the builder being required to put streetlights along the existing street. This road is pitch black after sundown, and accordingly, this is also a safety concern in light of the increased traffic flow.

I did not receive the revised plan in the mail as I had in the past. Nancy Vallidsen was nice enough to let me see the plan she had so I could make these comments. I find it less than forthcoming that the builder is omitting me from the distribution of these plans. I thought it was required that he do so!

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Please feel free to contact me at work at (202) 501-2507, or on my cellular telephone at (301) 704-7998 if you would like to discuss this matter further. I appreciate your time addressing my concerns.

Sincerely,

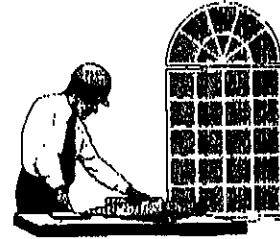
A handwritten signature in black ink, appearing to read "Michael W. Moses, Sr.", with a stylized, cursive script.

Michael W. Moses, Sr.
23029 Timber Creek Lane
Clarksburg, MD 20871
(301) 540-4615



Timber Creek

Homeowners Association
P.O. Box 1500
Clarksburg, Maryland 20871-1500
Board of Directors



By fax to: 301-495-1306

October 8, 2001

Malcolm Shaneman
The Maryland National Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: The Highland at Clarksburg

Dear Mr. Shaneman:

On behalf of our neighborhood, I wish to thank your offices for the commitment it has made to modify the original plans submitted by Centex Homes for the above referred development to incorporate those features that the residents of our neighboring community hold critical. These features include the "separate community entrance access" to Rt. 355/Frederick Road which has been incorporated in your recommendations to the Highlands at Clarksburg preliminary plan.

I am writing this letter to remind your offices of the importance which we hold that during the *timbering, road building, and building excavation stages* of the Highlands at Clarksburg, that there be not just a barrier at the north end of Timber Creek Lane preventing the flow of heavy construction traffic through our neighborhood, but that there be a requirement in the preliminary plan that the developer create defined construction entrance(s) off of either Rt 355/Frederick Road and/or Stringtown Road. We feel that with a clearly defined *construction entrance(s)*, the "course of least resistance" will clearly facilitate our objective of preventing heavy construction vehicles from traversing through our neighborhood streets.

Again, we thank you for your office's cooperation throughout this review.

Sincerely,



Martin G. Meadows

President

cc: Board of Directors

23016 Timber Creek Lane
Clarksburg, MD 20871
October 9, 2001

Malcolm Shaneman, Supv. of Dev. Review
MD National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

re: Highlands of Clarksburg

Dear Mr. Shaneman and other members of the Development Review Committee:

The residents of Clarkbrooke Estates would like to thank the Development Review Committee for their commitment to producing a preliminary plan for Highlands of Clarksburg which takes into account the needs of the existing community. We are very pleased with your proposals for a direct connection to Rt. 355 from the Highlands.

We would like again to underscore our interest in a request on our petition of June 11 - **a temporary physical barricade at the current north end of Timber Creek Lane, which would remain in place until after construction is complete and the road bonds are released.** (We are especially interested in having the barricade during times that include mass clearing such as timber removal, mass grading, laying of sewer and storm drainage, paving, and any other heavy, dirty work.) In addition, we would like to see a **specific construction road for Centex Homes to use.** We would like to request that the construction barricade and the construction road be included in the preliminary plan. We would like these physical supports ensured to be in place, to protect the safety, structure and cleanliness of our neighborhood streets.

Also, we would like to request an evening scheduling, as late as possible, of the Planning Board hearing expected for Highlands of Clarksburg on October 18.

Thanks again for your support of our neighborhood concerns.

Sincerely,



Nancy Villadsen,
on behalf of Clarkbrooke Estates

cc: Karen Kumm, MNCPPC
Martin Klauber, Office of the People's Counsel

14

10-18-01

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

October 4, 2001

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Wynn Witthans, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ki H. Kim, Transportation Planner
Transportation Planning

SUBJECT: Preliminary Plan No. 1-98009
Project Plan No. 9-98001A
Highlands at Clarksburg
Clarksburg Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan and project plan under the Alternative Review Procedure for Expedited Development Approval (EDA) for the commercial component and Development Approval Payment (DAP) procedure for the residential component since the site is located in a policy area which is in a moratorium. The subject site has an approved project plan and preliminary plan for 18,590 square feet of office space, 12,870 square feet of retail space, and 75 residential dwelling units. The applicant revised the approved project plan and preliminary plan to request 31,460 square feet of retail space, applying the previously used EDA procedure (or "pay and go") and 168 residential dwelling units under the DAP procedure.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this preliminary plan and project plan:

1. Limit the preliminary plan to the following uses and density:

31,460 square feet of retail space
168 residential dwelling units

2. Satisfy the APF test by paying the previously available EDA (payment) excise tax under the Development Impact Tax - EDA Excise Tax (or "pay and go") legislation for the commercial component and the Development Approval Payment (DAP) under the Alternative Review Procedure for Limited Residential Development provision of the FY 02 Annual Growth Policy for the residential component. The APF test includes:
 - a. Policy Area Review: Site-generated traffic has to be mitigated within the Clarksburg Policy Area which is in a moratorium. There is no capacity available for employment and residential development as of July 31, 2001 in the Clarksburg Policy Area. The applicant is satisfying policy area review by paying the previously available EDA excise tax and DAP under the *FY 02 Annual Growth Policy* staging ceiling capacity.
 - b. Local Area Transportation Review: A traffic study (to analyze the traffic impact at nearby intersections) is required since the proposed land use generates more than 50 total peak-hour trips during the weekday morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.).
3. Provide right-turn in/right-turn out only access to the site via Street "C" from Frederick Road (MD 355) unless alternate access is available from the adjacent parcel directly south of the site prior to the recordation of plats.

DISCUSSION

Summary of Local Area Transportation Review

The critical lane volume (CLV) impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table 1.

TABLE 1

Intersection Capacity Analysis with CLV Under Various Development Schemes								
	Existing		Background		Total		Total Improved	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 355/Clarksburg Road (MD 121)	1276	1294	1812	1466	1885	1466	1581	1466
MD 355/Stringtown Road	1147	950	1577	1719	1686	1853	1214	1418
MD 355/ Shawnee Lane	1179	901	1701	1505	1715	1520	1602	1119

As shown in the above table, all intersections analyzed along MD 355 at Clarksburg Road (MD 121), Stringtown Road, and Shawnee Lane are currently operating at acceptable CLVs (below 1,500). Under the background development and the total development conditions, all intersections are anticipated to operate at an unacceptable level. With inclusion of roadway improvements identified by the applicant's traffic consultant, all intersections are anticipated to operate at either an acceptable level or

better than the background condition. The roadway improvements include construction of a southbound left-turn lane and a westbound right-turn lane at the MD 355/ Stringtown Road intersection, construction of a northbound left-turn lane and an eastbound right-turn lane at the MD 355/Shawnee Lane intersection, and construction of an additional westbound through lane at the MD 355/MD 121 intersection. These intersection improvements could be constructed with either the EDA excise tax funds or the DAP fund.

Site Access and Circulation

Three access points to the site are provided: one from Stringtown Road, one from MD 355, and one from the extension of Timber Creek Lane. The internal pedestrian circulation system shown on the site plan is adequate. The internal roadways and the future connection to adjoining property shown on the site plan are also adequate.

The proposed site access point (Street "C") on MD 355 raises some transportation issues. This access point does not align with the future street connection from the US Homes development across MD 355 as shown in their Pre-Preliminary Plan (No. 7-02009). With the access point constructed for the subject site, the adjoining undeveloped property to the south on MD 355 does not appear to have an access point to MD 355 due to its close proximity to Street "C". From a transportation perspective, staff prefers no access point from MD 355 to the subject site but prefers a future access point to MD 355 through the adjoining property which could be aligned with the future street connection from US Home's development across MD 355. This would provide better intersection spacing on MD 355 and a full movement intersection for access to the subject site, the adjoining undeveloped property, and the US Homes development across MD 355.

Conclusion

Staff concludes that the subject preliminary plan satisfies the APFO requirements since all nearby intersections are anticipated to operate either within acceptable critical lane volumes or at better than the background developments with the identified improvements. The applicant is satisfying policy area review by paying the previously available EDA excise tax and the DAP under the *FY 02 Annual Growth Policy* staging ceiling capacity. Staff further concludes that the subject project plan satisfies the zoning requirements in that it would not overburden either existing public services or those programmed for availability concurrently with each stage of construction.

KHK:kcw

mmo to shaneman re PP 1-98009 Highlands.doc